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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

REPORT

SUBJECT Construction Work at Cochstedt

DATE DISTR.

23 SEP 1958

(RAIL ROAD CONSTRUCTION/ROAD

NO. PAGES

1

CONSTRUCTION/HOUSING/PIPELINES)

REFERENCES

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report concerning the progress of construction work at Cochstedt. The report gives information in considerable detail on the progress of work on rail lines, roads, housing facilities and pipelines, and it includes a sketch (to scale) with explanatory legend showing the location of the various important installations.

14 OCT 1958

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(State Washington distribution indicated by "X"; Field distribution by "#".)

SECRETEast GermanyAIRCOCHSTEDT Construction Site : Situation as at 10th July 1958

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Map References: Map references are taken from GERMANY 1 : 25000

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Appendix: Attached at Appendix "A" is a scale plan showing the approximate lay out of the main features of the site as at 10th July 1958.Rail Construction

1. The permanent rail siding leading to the COCHSTEDT construction site from HAKELFORST is 2.2 km. long, terminating at approximately M.R. 662484. A temporary siding, with only the points resting on a ballast foundation, leaves the main siding at a point 1.5 km. from HAKELFORST and terminates at approximately M.R. 662483.
2. Work on the construction of a narrow gauge railway has commenced. This serves ballast and gravel dumps adjacent to the temporary siding, and leads thence in a south-easterly direction to a concrete mixing site; it passes through an open shed housing the concrete mixing equipment (App. "A" No.14) and is then laid on an embankment apparently constructed for this purpose (App."A" No. 15). Construction of this embankment, which by the 10th July extended for a distance of about 100 - 150 metres, is being continued eastwards, parallel to the rail sidings and pipelines; it is being constructed of packed earth, with a concrete surface.
3. Three diesel locomotives and three steam locomotives are already available for use on the narrow gauge railway; further locomotives, tipper trucks, rails and sleepers are currently being delivered to the site.

Road Construction.

4. The main road serving the site (App. "A" No.3) is of concrete construction from HAKELFORST (where it leaves the SCHADELEBEN - COCHSTEDT road) to a point a short distance beyond the main domestic site (App. "A" No. 24); thence it has an inferior surface. Approximately 700 metres further on, the road enters a newly constructed compound guarded by watch-towers and barbed wire (App. "A" No. 25; see also para. 9 below)
5. Two new roads have recently been completed, and are both of similar width and construction to the concrete section of the main road, to the south side of which they are joined at right angles; the corners of the junctions are rounded off with concrete fillets. The more westerly of these two roads (App. "A" No.10) divides into two sections after crossing the temporary rail siding, the two sections forming a loop and re-joining in front of the concrete mixing site. The more easterly of these roads (App."A" No.16) runs in a straight line, at right angles to the main road, to a point just beyond the newly constructed rail embankment, through which it passes. The tunnel under the embankment is estimated to be about 5 metres high and on the 10th July was still blocked with wooden shoring.

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Construction of Domestic Accommodation etc.

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6. The main domestic site (App. "A" No. 24) consists of six brick built buildings adjacent to the main road, and is occupied by the workmen employed by the German contractors.

7. Four or five wooden huts or sheds (App. "A" No. 12) are situated close to the head of the temporary rail siding, and are used as canteen and rest rooms for Soviet personnel, and for housing various Soviet and German constructional plant and machinery.

8. A number of huts have recently been erected in a compound to the south of the main domestic site (App. "A" No. 22), and are occupied solely by Soviet military/air personnel; some of the tents in which these personnel had previously lived are still standing. Also in this compound, which is surrounded by a fence, are a vehicle park and maintenance area.

9. Three single story wooden huts (App. "A" No. 17) have been recently constructed adjacent to the main road, for use as offices.

10. Four long narrow sheds (App "A" No. 20) are in the process of construction just to the East of these offices. They are open fronted with a single sloping roof surface and are of the type often used for vehicle storage.

P.O.L.

11. Two fuel bowzers are stationed adjacent to a semi-underground fuel dump (App. "A" No. 21) in which drums of fuel are stored.

12. On 9th June a 2-axle 15 ton cistern waggon laden with diesel oil was delivered on to the site, and there discharged by Soviet troops.

Pipe-lines

13. The pipe-line running close to the south of the main road, and connected to the main domestic site (App. "A" No. 4) is of 60 - 80 cms. diameter and is spoken of among the workmen as a water supply line. The pipe-line running parallel to this and approximately 400 m. to the south of it, (App. "A" No. 5) has now been finished and is of 80 - 100 cms. diameter; it is spoken of among the workmen as a drainage pipe-line.

Labour Force

14. The personnel at present employed on the site consist of:-

200 German civilian employees of BAU-UNION SUD and STRASSENBAU HALLE;

30 German civilian prisoners;

an unascertained number of Soviet military/air personnel.

15. A forced labour unit wearing Soviet military uniform (without insignia, but with a yellow stripe down the outside of their trouser legs), and guarded by Soviet army sentries, was until recently working on the site, but is no longer in evidence.

16. Soviet military personnel have undertaken all the basic levelling and grading work on the site. In addition, Soviet personnel with pale blue shoulderboards have been seen, apparently in the charge of an officer

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wearing three stars on his shoulderboards. This officer has been accustomed, inter alia, to check the contents of the daily supply train to the site, and supervise its unloading.

17. It is rumoured on the site that the workmen employed by BAU-UNION DRESDEN are shortly to be withdrawn and transferred to the Schwarze Pumpe project.

Rail Activity

18. Supplies to the site are currently at a comparatively low level. The current railway freight time-table provides paths for two supply trains per day; during April and May, when supplies of gravel and piping were being delivered, these paths were both used, but at present only one is taken up, and there have been occasions recently when even that has been cancelled for lack of freight.

19. Currently, supplies are restricted in the main to satisfying requirements for the establishment of a narrow gauge railway (see para. 3 above).

20. On 10th July a two-axled waggon was loaded with bundles of 8-metre long iron reinforcing rods (diameter estimated to be 3 cm.) for removal from the site.

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Legend to Appendix "A"

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1. Main siding, standard guage.
2. Temporary siding, standard guage.
3. Main road from HAKELFORST.
4. Water - supply pipe line.
5. Drainage pipe line.
6. Transformer.
7. Cement and P.O.L. unloading point.
8. Narrow guage railway.
9. Coal dump.
10. Newly built concrete road.
11. Unloading ramps.
12. Wooden huts including canteen and rest room for Soviet personnel.
13. Cement silos.
14. Open shed housing concrete mixing equipment.
15. **Embankment under construction.**
16. Newly built concrete road.
17. Newly built sheds for use as offices.
18. Circular concrete construction, 10 m. in diameter; purpose unknown.
19. Cement storage shed.
20. Vehicle (?) sheds under construction.
21. Fuel dump and bowsers.
22. Soviet occupied domestic site.
23. Brick built gabled dwelling house. Unoccupied.
24. Main domestic site. German occupied.
25. New compound, occupied by German prisoners and Soviet troops.
26. Park for 8 Soviet graders, levellers etc.

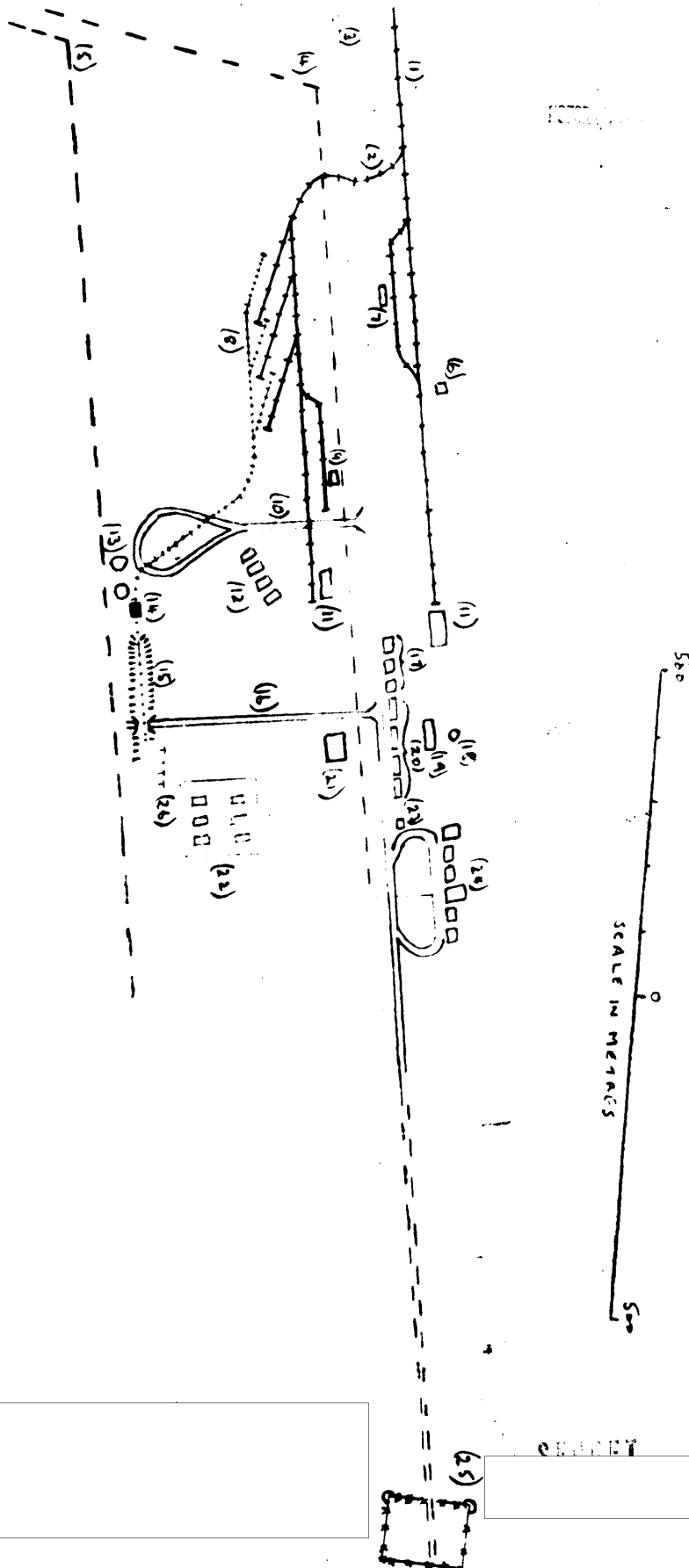
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Appendix A

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